

**RIZZO
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A TETRA TECH COMPANY

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MEETING MINUTES

Date and Time:	May 15, 2002 - 9 AM	Project No.	8623
Location:	Corner Meeting House	File:	8623
Originated By:	NHDOT	Recorded By:	Matthew Piekarski Candace Daigle
Signed:			
Date Prepared:	June 7, 2002 – Finalized with comments on July 3, 2002		
Participants:			
Name	Organization	Number	
Donald P. McLelland, Sr.	Town of Belmont		
Lt. Mark Lewandoski	Belmont Police Department		
Deputy Chief Richard Siegel	Belmont Fire Department		
Supt. Frank Clairmont	Belmont Water and Sewer		
Forman Jim Fortin	Belmont Public Works		
Richard Ball	Belmont Land Use Technician		
Candace Daigle	Belmont Town Planner		
Alex Vogt	NHDOT	271-2230	
Mike Dugas	NHDOT		
Domenic Ciavarro	Rizzo Associates, Inc.	641-5006	
Matthew Piekarski	Rizzo Associates, Inc.	641-5006	
Kimon Koulet	LRPC	279-8171	
Deborah Loiselle	NHDOT		

Summary

In Part A of the project, the original ATF had been appointed to assist in locating the proposed improvements. The Town has appointed new ATF members from various Town departments to work with DOT on the upcoming details of the project. The Advisory Task Force (ATF) members include McLelland, Lewandoski, Daigle, Clairmont, Ball, Fortin, and Siegel. These members will work close with NHDOT and their consultant as well as the Lake Region Planning Commission to facilitate this project. The purpose of this meeting was to introduce the new ATF, review the project history, outline the new study limits of the project and discuss the project schedule moving forward from phase one into phase two.

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Mr. Vogt reviewed the purpose of the ATF, which is to provide information to the community and represent the community's interests. The ATF also assists in guiding and generating support for the project as it develops and to identify areas of concern to the Department. Ultimately the project will go before a Commission appointed by the Governor and Council (G&C) to determine if it is to proceed. During this hearing the Commission places a great deal of weight on the recommendation of the ATF. He asked whom the ATF would like to have serve as chairman. Since LRPC is under agreement to continue to assist in the public portion of the project (setting up meetings, sending out notices, etc.) it was decided that they may be best suited to continue in this capacity.

MOTION: On a motion by D. McLelland, seconded by M. Lewandoski, it was voted that Mr. Koulet continue as chairman.

Mr. Vogt stated that the ATF would meet every couple of months, as need arose, over the next year and a half. There will also be a couple of informational meetings for the public. The members agreed that ATF meetings would be held at 9 AM at the Corner Meeting House as needed. Community meetings will be in the evening at the Corner Meeting House.

Mr. Vogt briefly reviewed the project to date. It began several years ago, but picked back up in February of 1999. A purpose and need statement was developed and an Environmental Scoping and Rationale Report was drafted. C. Daigle will provide that report to the new ATF members so that everyone can become familiar with the project to date. Mr. Vogt suggested that they knew members of the ATF review the report in detail to better understand the project as a whole and potential areas of concern.

The upcoming project will target a public hearing for September of 2003, which is an aggressive schedule given the work to be undertaken prior to that meeting. Upon preliminary design and after a public hearing the Commissioner and Commission will determine if the project is to advance to final design. If approved final design will commence in 2004. Right-of-Way plans will follow with purchase of right-of-way in 2005. Construction would begin between 2006 and 2008 depending on funding. The new 10-year plan should provide more direction on that issue. Mr. Vogt distributed copies of the project purpose and need statement.

Mr. Ciavarro explained that they had originally looked at over 12 bypass alternatives. The process came down to what was referred to as the B2 alternative running from west of Dearborn through the village and across Route 106 to the Elementary school driveway with some

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additional work on Route 106. The new plans show the project has been expanded west along Route 140 to the Northfield Town Line and on Route 106 from Concord Street to the Tioga River. Surveying and resource (natural and historic) identification will continue through June. That information will be added to the base maps shown at this meeting. This will provide information on resources to be avoided/mitigated.

As part of the update, Mr. Ciavarro also explained that traffic data projections had been extended out to 2025 based on the projected construction date and that actual turning movement surveys had been done at both prior and new intersections within the project limits. The 2002 traffic count data consistently supported the traffic modeling data that had previously been developed. The most significant increase in projected traffic occurs at 106 and 140 when the projections are extended out to 2025.

Once the base map information is complete, the B2 route will be superimposed over the base map to see what can be done to avoid historic and natural resources. ATF input will be most critical at the Depot/Main, N. Main/Main and 106/140 intersections regarding lane arrangements and other upgrade work. Mr. Vogt noted that he had not had any contacts from the May, 2002 letter sent out notifying property owners that survey crews would be in the area.

D. McLelland asked if the project would include that portion of Rte 106 from the Tioga to the start of the recent Rte 106 upgrade just south of Farrarville Road. Mr. Vogt noted it was not currently. D. McLelland suggested that it be considered based on an anticipated increase in traffic at the Seavey Rd/Rte 106 intersection from changes occurring in the village and also because it seemed shortsighted to leave that short section of 106 untouched, especially where there are problems at the Seavey Road, Brown Hill Road and Wildlife Blvd intersections. Mr. Vogt suggested that portion of Route 106 could be considered and any traffic impacts that this project may have would be looked at. Adding this portion of Route 106 to the project would have to be reviewed with the Commissioner's office.

K. Koulet asked to have members receive a copy of a printed schedule, the timing for different phases of the project, walk-through and how the project can be better visualized for the ATF members. Mr. Vogt noted that Rizzo would be doing some artist renderings, photo simulation and visualization when the project reaches that point – probably midway through the this phase. He said that he would provide a written schedule with the understanding that the projected dates are flexible based on project considerations.

D. McLelland asked if DOT would produce some sort of short statement of project status every once in a while that the Town could put on their web site and include in the Belmont Better Times to keep people aware of the project. This should provide a better introduction into the public hearing process. People do inquire from time to time about the status of the project and whether or not it has been eliminated. Mr. Vogt will also check into adding some of this

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information to the NHDOT Web site and also send information to the Lakes Region Planning Commission.

D. McLelland asked if a property acquisition contact had been established. Mr. Vogt noted that any interested party could contact him at this point. DOT can talk about early acquisition with interested parties. The project would have to be far enough along that the taking was assured, however. If an early acquisition was agreed upon, it could occur as early as two years from now, or buildings can be retained until very close to construction start.

D. McLelland made DOT aware of an existing environmental problem at the southwest corner of Route 106 and Route 140. The existing gas station has a leaking under ground storage tank. There are several monitoring wells already in place. He will share the current report on the status with Rizzo Associates. Mr. Vogt noted that DOT will clean up any area they impact, however Route 106 widening has always been intended to occur to the east of Route 106 and there is not much widening proposed for Route 140 at that intersection.

K. Koulet noted that the 2.5% traffic growth rate seems somewhat high. D. Ciavarro noted it was based on a 2% per year plus Rizzo Associates had worked with the Town to identify possible significant non-residential development sites. Because of the few, large available areas (gravel pits), a higher than would be expected factor was used (2.5%). In projecting out the traffic figures to 2025, the proposed upgrade still works fine at most locations. The one place that there seems to be a need for additional design work is Route 106 at Route 140. There have not been any changes in anticipated development since Rizzo and the Town developed this information. Upon further review, the growth rate may be modified to 2% per year or lower in keeping with past growth trends.

A brief discussion occurred regarding upgrading the Town's water and/or sewer within the corridor during the project. It would make sense to do so during that construction. D. McLelland will share a copy of the recent water system report by Underwood Engineering with Rizzo Associates. Mr. Vogt noted that DOT does have a policy on who bears the cost of relocating utilities within the ROW. If they're in the State road, then the Town pays unless they were installed prior to it being a State highway or prior to the creation of DOT. It will depend upon when the lines were installed within the ROW. In any case, the Water and Sewer Commissions need to be aware of anticipated budget needs as the project draws near.

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It is anticipated that the next ATF meeting will be in a couple of months.

Meeting was adjourned at 10:05 AM

Attachments:

- 1. Meeting Minutes as submitted by Candace Daigle dated May 15, 2002*
- 2. Meeting Agenda*
- 3. Advisory Task Force Directory*
- 4. Project Purpose and Need Statement*

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